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DEVELOPMENT OPPORTUNITIES
FOR THE
BIOTECHNOLOGY INDUSTRY

THE CITY OF BOSTON

BOSTON PUBLIC LIB

ALLSTON LANDING
CHARLESTOWN NAVY YARD
OLMSTED PLAZA

PRESENTATION TO
BIOPURE CORPORATION

CITY OF BOSTON RAYMOND L. FLYNN, MAYOR
BOSTON REDEVELOPMENT AUTHORITY STEPHEN COYLE, DIRECTOR

JANUARY 1992

BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

January 9, 1992

Mr. Carl Rausch
Mr. Bing Wong
Biopure Corporation
68 Harrison Avenue
Boston, MA 02111

Dear Messrs. Rausch and Wong:

Enclosed is the information which you requested on available biomedical research and biotechnology space in Boston. The specific locations where space will be ready for occupancy in the short term include:

1) Allston Landing, a new research and development park which will house biotechnology research and manufacturing;

2) The Charlestown Navy Yard, where the Massachusetts General Hospital, in partnership with the Shisheido Corporation, Squibb, and Hoescht A.G., is currently conducting research in 600,000 square feet of space; and

3) The Research Center at Olmsted Plaza, a 1.4 million square foot project, with Harvard University, Brigham and Women's Hospital, and Beth Israel Hospital as its major tenants.

If you would like to arrange a tour of these sites, or if we can be of any further assistance, please feel free to call at (617) 722-4300, extensions 4286 or 4377.

Sincerely,

Gerard Kavanaugh
Director of Institutional Planning

Richard Henderson
Special Assistant for Policy Development

Boston Redevelopment Authority is an Equal Opportunity/Affirmative Action Employer • Equal Housing Opportunity

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I. INTRODUCTION

To meet the needs of growing companies such as Biopure Corporation, the City of Boston is committed to creating the physical, social, regulatory and financial foundations upon which biotechnology research and manufacturing can flourish. It was this commitment that convinced the Genzyme Corporation to choose Boston as the site for its first major biopharmaceutical manufacturing facility, over competing locations in Massachusetts and several other states.

The City of Boston offers one thing that other areas cannot match: competitive advantage. Whether measured in transportation access, proximity to the greatest medical research hub in the world, or in enthusiastic political and neighborhood support, locations such as Allston Landing or the Charlestown Navy Yard offer medical companies their greatest opportunities to grow and compete effectively in world markets.

The greatest advantage of a Boston location is proximity to the City's unrivalled and growing base of medical care, clinical trial and research activity and to its skilled personnel. Boston's 25 medical research institutions drew over $425 million in federal health-related research grants in FY 1990, far more than any other city. With additional funding from private sources, over $1 billion worth of research is estimated to be carried out in the City of Boston each year, employing about 8,500 full-time researchers. The institutions are rapidly expanding their research programs; in the next year alone, over half a million square feet of additional research space will be in construction.

Many private biotechnology and medical products companies are located near the hospital and university research and clinical centers. Many of the founders and scientists at these firms studied, taught or still work at these institutions, creating constant interaction. By establishing links to the research and clinical testing programs at Boston's institutions, private firms can cut their product development times and access a highly skilled labor force of doctors, scientists, and technicians. This interaction is the reason two biotech start-up firms, Diacrin Inc. and Biotransplant Inc., recently moved into space adjacent to Massachusetts General Hospital's 650,000 square foot research

This interaction is the reason two biotech start-up firms, Diacrin Inc. and Biotransplant Inc., recently moved into space adjacent to Massachusetts General Hospital's 650,000 square foot research center in the Charlestown Navy Yard. Both firms are conducting research in conjunction with MGH, and will be able to stay in close contact with MGH's labs and with its hospital facilities where clinical testing may be carried out.

The City is committed to providing private biotechnology and medical products companies such as Biopure with: 1) suitable, low-cost land sites or laboratory spaces; 2) training for technicians and process workers; 3) access to financial resources; 4) appropriate regulatory policies and assistance in permitting, and 5) long-term measures to guarantee Boston's preeminence in the health field.

1. Provide suitable and cost-effective locations. Boston is working with the private development sector to provide sites and laboratory spaces for other private firms close to each of the city's major centers of health research. Three of these sites, described in detail in this volume, contain space that can be occupied within several months:

- At **Allston Landing**, Genzyme Corporation will be the anchor for a new biotechnology park strategically located between the major Boston and Cambridge research centers. An existing building on the site will be renovated into research, office and manufacturing space for biomedical firms, and can be ready for occupancy within several months. Nearly thirty additional acres of land will become available with the relocation of Conrail facilities and the provision of improved Turnpike access ramps.

- In the **Charlestown Navy Yard**, three locations with zoning and environmental approvals in place are available close to Mass. General's research center. They range from a fit-out of an existing historic structure to the Yard's End parcel approved for over 1 million square feet.

- Near the **Longwood Medical Area**, the former Sears structure is being renovated into Olmsted Plaza, a biomedical research center. The first phase will complete 300,000 square feet of institutional research space. Additional space can be renovated to suit private tenants.

Elsewhere in the city, additional sites for biomedical research and manufacturing are in planning stages or are under examination. These include:

- The **University Associates** Project in the **South End**, adjacent to Boston City Hospital and Boston University Medical Center, involves development of institutional and private medical education, health care, and research facilities. The first phase, to be occupied by Boston University, has begun construction. Later phases will include space for private firms.

- The **South Station Technopolis** is scheduled for completion later in the decade. This biomedical/office/parking complex is located close to the New England Medical Center and Tufts University, and boasts unsurpassed transportation access to the city, suburbs, and airport.

- **Other economic development areas** in Boston contain underutilized parcels, often owned by government agencies, that can provide cost-effective manufacturing locations with ready access to transportation, labor, and area institutions. These include the Newmarket/South Bay area near the Southeast Expressway, Boston State Hospital, and the Fort Point Channel/South Boston area, with future highway and airport access through the third harbor tunnel.

2. Provide effective vocational education in biotechnology research and manufacturing. Boston's existing base of doctors and scientists offers a competitive advantage to biotechnology and other medical firms involved in research and development. However, the public and private sectors have recognized a need for additional technicians and process managers and workers. They have begun to cooperate to achieve this competitive advantage by setting up programs training not

only biomedical research technicians but also production workers.

Boston's hospitals and research centers are world-renowned primarily because of the skilled people graduated from the area's high quality educational institutions. These same institutions are now turning serve the needs of biotechnology and other health-related companies, in various partnerships with private firms, public schools, hospitals, and the City of Boston. Numerous programs have been set up to serve high school students and graduates, low-income adults, and degree-holders, and the City is working to expand these initiatives even further.

The City's Jobs Linkage program, in which developers of structures over 100,000 square feet contribute to a fund used for job training, can provide resources for expanded or new training programs targeted to the needs of biotechnology and the health field.

3. Provide access to financial resources. Companies building or renovating facilities in Boston can be offered a readily available source of capital at or near prime lending rates through the public bonding capacity of the Boston Industrial Development Financing Authority. BIDFA has issued bonds for over 100 projects in the City of Boston, including the current $120 million bond issue for the Research Center at Olmsted Plaza, and a $37 million tax-free issuance to Patriot Paper Company, a recycled paper manufacturer in Hyde Park.

Where appropriate, the City of Boston may also pursue state and federal infrastructure grants to build roads and other improvements on a site. For Genzyme, the City is applying for state Public Works Economic Development grants and federal Economic Development Administration grants.

Operating costs in a Boston location can be reduced by Boston Edison's economic development discount program, which reduces the base cost of a manufacturing facility's electrical use by forty percent in its first full year of operation, and by 30-10 percent in the second through fourth years.

4. Provide appropriate regulatory policies and assistance in permitting. The BRA, as the City of Boston's planning agency, has instituted a policy which not only anticipates the emergence of the biotechnology and related medical research industries, but also actively encourages and assists their establishment and growth.

By pursuing "as-of-right" zoning and obtaining city and state environmental approvals for areas like Allston Landing and the Charlestown Navy Yard in advance, the BRA makes it easier for businesses to locate at these sites without obtaining individual approvals. The BRA committed to a "fast-track" approval process for the Genzyme Corporation that will allow the firm to break ground within a few months. Both the City and State have appointed ombudsmen to guide the Genzyme project through the regulatory process.

5. Pursue long-term measures to guarantee Boston's preeminence in the health field. The City is planning and promoting several long-term objectives that will add to Boston's competitive advantage in biomedical research, health care, and medical products manufacturing. They include:

- **Locate an FDA Testing Facility in Boston.** The FDA presently does not have a testing facility with a specialized capability in evaluating biotechnology products. Tufts University has proposed its South Station Technopolis Project as a potential location for such an FDA facility in Boston. This would further enhance the competitive advantage of a Boston location for biomedical research and manufacturing.

- **Promote the location of "catalyst facilities" in Boston.** Part of the competitive advantage of Boston for biotechnology development and manufacturing will be based on the proximity of related support services and businesses. One possible catalyst would be a Generic Biotech Processing Center, a high cost facility shared by smaller biotech companies for the production of experimental quantities of biotechnology products.

- **Build the Bioscience Line**. The proposed Bioscience Transit Line is designed to link the centers of medical and scientific research and production in Boston and Cambridge, including South Station Technopolis, Newmarket/South End, Longwood, Boston University, Allston Landing, MIT/Kendall, Lechmere Triangle, and the Charlestown Navy Yard.

II. RIVERFRONT RESEARCH AND DEVELOPMENT PARK AT ALLSTON LANDING

The Riverfront R&D Park is a 51-acre site located at the intersection of Storrow Drive and the Massachusetts Turnpike in the Allston section of Boston. Its neighbor is the Harvard Business School; MIT, Boston University, and the Longwood Medical Area are close by. In December the Genzyme Corporation of Cambridge announced plans to build a $75 million manufacturing facility on the eastern portion of the site, to be followed with the firm's research and headquarters facilities. Like Genzyme, Biopure may recognize the strong advantages to an Allston Landing location:

A. Rapid Occupancy and Future Expansion Possibilities. The Beal Companies, owners of a former Sears Roebuck distribution center on the western edge of the site, are ready to renovate the 150,000 square foot structure into six units of biotechnology office and research space ranging from 25,000 to 50,000 square feet. The renovation is currently being designed by the Cambridge firm of Ellenzweig Associates. Rents are expected to range from $10 to $30 per square foot depending on fit-out. Biopure can occupy one of these units, renovated to its specifications, within several months. The possibilities for future expansion include taking more space at the Beal property, or constructing a new building on the land to the east and north, which will be developed as the central portion of the Riverfront R&D Park.

B. Government and Community Commitment to Site Improvements

Biopure will benefit from the efforts of the Massachusetts Turnpike Authority, City of Boston, and the Commonwealth, in conjunction with the Beal Company and Genzyme Corporation, to develop the Riverside Research and Development Park as a campus-like environment with unparalleled transportation access:

- Site planning. The City of Boston and the Massachusetts Turnpike Authority have begun planning of the Riverfront R&D Park, addressing transportation and utility issues as well as site preparation. They have begun work on a Master Plan to develop the entire 45-acre Allston Landing area over 15 years as a sophisticated,

multi-corporation biotechnology research center with a campus-like setting.

- Transportation. The City and Turnpike Authority will work to provide the R&D Park with direct access to the Massachusetts Turnpike on the south of the site, without recourse to local streets, and more direct access to Western Avenue on the north. The City has begun discussions with the MBTA to reroute a nearby bus service to Harvard Square and the Longwood Medical Area.

- As-of-right Zoning. Biotechnology office, research, development and manufacturing activities are all allowed uses within the Allston Landing North Economic Development zoning district, in which the R&D Park lies.

- Reduced Infrastructure Costs. The City, the MTA and the Commonwealth are now working to secure funding from state, municipal and federal sources to provide for various infrastructure improvements in and around the Allston Landing site.

Another advantage is the friendly nearby residential neighborhood of Allston-Brighton. That community supports and welcomes biomedical companies to Allston Landing and looks forward to the high quality research and manufacturing jobs that can be created here. At this location, Biopure will be entering an area where its technically sophisticated work is understood and appreciated by residential neighbors. Indeed, the neighborhood has been actively working with the City on zoning appropriate to the R&D Park site.

C. Excellent Transportation Access and Future Improvements

The R&D Park's transportation access is outstanding. With direct connections to the Cambridge/Boston ramp of the Massachusetts Turnpike, and to Storrow and Memorial Drives, Biopure will have easy access to downtown Boston, Logan Airport, the area's many medical and institutional research facilities, and its own production center in Cambridge.

While having all of the advantages of the Boston economy and the proximity of world-famous institutions, access to the Allston Landing site by car and truck is simple and easy — more like a suburban park, than a thriving metropolitan site. Biopure's researchers and executives could conduct business, consult with colleagues, attend important conferences, visit other laboratories, and get to the airport, with a minimum of costly and time-consuming travel.

The City and Commonwealth in partnership with the MTA will provide assistance in planning an entire range of transportation, signal, engineering and access ramp improvements to the site. At this time, the MTA has committed significant funds for planning studies of the Allston Landing area.

As illustrated by the attached Travel Times Map, the site is only a 5 to 10 minute drive from Biopure's present manufacturing facility and MIT's research laboratories at Kendall Square. Within only 10 to 15 minutes drive are Downtown Boston, the proposed medical research campus for the Boston University School of Medicine at Boston City Hospital, and the Longwood Medical Area. Furthermore, the MGH Research Center at the Charlestown Navy Yard, Tufts/New England Medical Center, and Route 128 are only 15-30 minutes away. With the completion of the Third Harbor Tunnel just four years away, Logan Airport will be only 10 to 15 minutes from the site – a front door to nationwide and world markets.

Public transportation. For a portion of the Biopure workforce the availability of public transit will be critical. The public transportation system serving Allston Landing is efficient and has the capacity to absorb significant increases in the workforce. Allston Landing is connected to three major public transit rail lines by a short bus ride: the Red Line at Harvard and Central Squares, the Green Line at the Longwood Medical Area, and the Orange Line at Roxbury Crossing. The site is serviced by bus routes 86, 70, 66, and 64, all of which stop nearby.

One of the most important is Route 66, which runs buses at ten minute intervals from the Red Line at Harvard Square through Allston-Brighton, to Brigham Circle

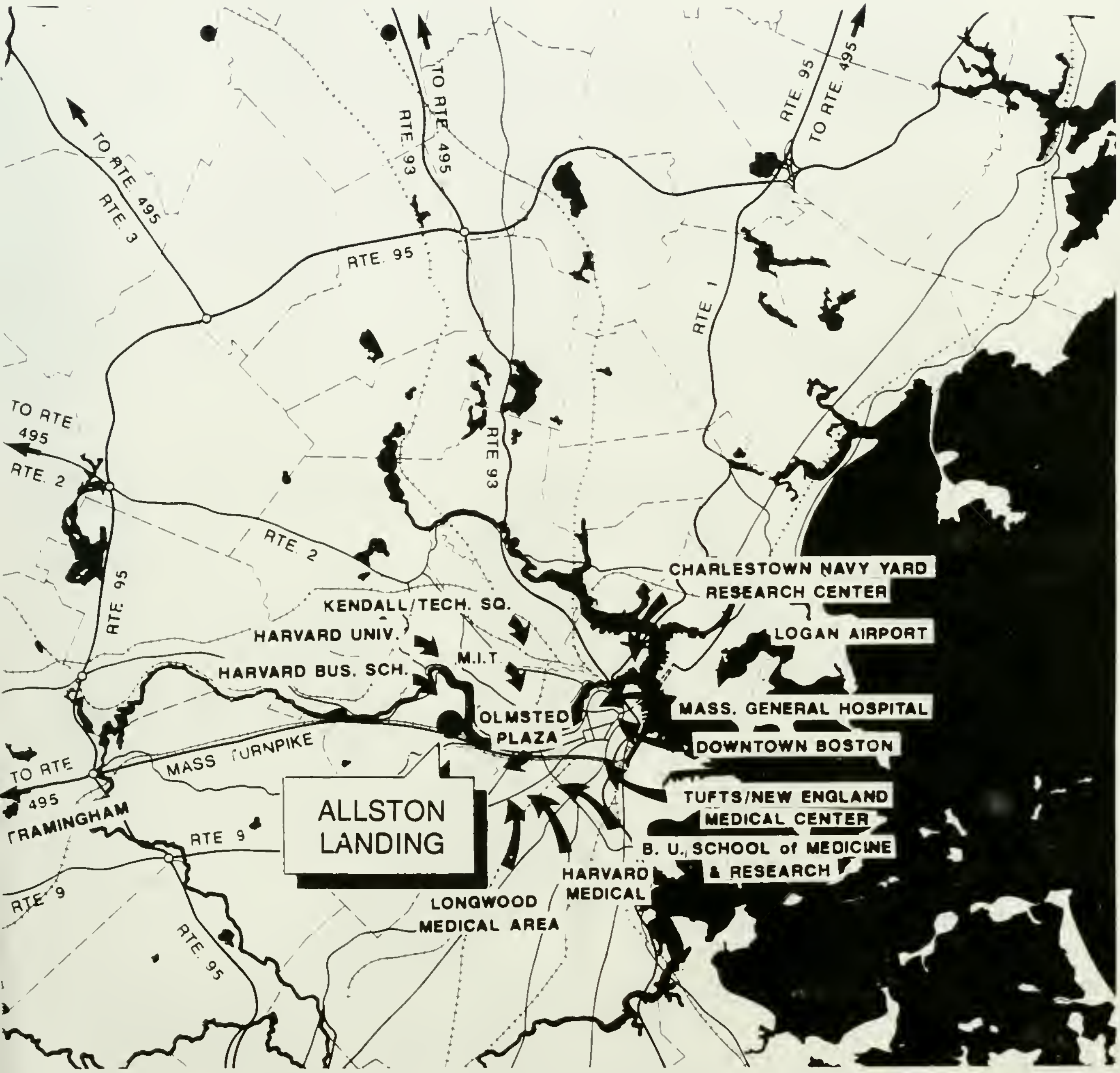
in the Longwood Medical Area and on to the Orange Line and Dudley Square. Buses stop only a quarter-mile from the Beal site at the corner of North Harvard and Cambridge Streets. The trip to Harvard Square takes 5 minutes and to Longwood about 20 minutes.

The City of Boston is committed to future improvements in public transportation. Preliminary discussions with the Massachusetts Bay Transportation Authority (MBTA) may lead to a petition to the MBTA to re-route bus Route 66 so that it stops closer to Allston Landing. Representatives of the MBTA have conveyed that with the proper direction and urging from the City, the Route 66 bus line service could be amended to better serve the Riverfront R&D Park at Allston Landing.

D. The Master Plan for the Riverfront R&D Park

The Boston Redevelopment Authority and Massachusetts Turnpike Authority currently are cooperating to develop a Master Plan for the Riverfront R&D Park. The Master Plan envisions the development of the Allston Landing North area as a sophisticated biotechnology research, development, office, and manufacturing center, within a campus-like setting. Genzyme is offered the premier location in Boston's most promising research park. As envisioned, the Riverfront R&D Park would encompass approximately 51 acres of land located west of Soldiers Field Road between Western Avenue and Cambridge Street, including the Beal property.

The full development of the Riverfront R&D Park is tied to the realignment of certain ramps that are part of the Allston/Cambridge interchange of the Massachusetts Turnpike. Already, eight alternative alignments have been studied conceptually. Alternative Eight, shown in this document, represents the preferred scenario. This alternative could open up more than 30 acres at the eastern (river) end of the park while providing exceptional access to the Beal property. Full traffic studies remain to be carried out, but in evaluating alternatives the MTA is committed to maximizing safety and traffic flow while improving the land use potential of the Riverfront R&D Park. The long-term development of the site will be guided by design standards developed to assure a consistent high quality of landscaping and design.



TRAVEL TIMES

5-10 MINUTES

- HARVARD UNIVERSITY
- HARVARD BUSINESS SCHOOL
- KENDALL/TECH. SQ.
- M.I.T.

10-15 MINUTES

- DOWNTOWN BOSTON
- BACK BAY
- B.U. SCHOOL of MEDICINE
- HARVARD MEDICAL
- OLMSTED PLAZA
- LONGWOOD MEDICAL AREA

15-30 MINUTES

- LOGAN AIRPORT
- FRAMINGHAM
- CHARLESTOWN NAVY YARD RESEARCH CENTER
- MASS. GENERAL HOSPITAL
- TUFTS/NEW ENGLAND MEDICAL CENTER

ALLSTON LANDING: A PLANNING VISION FOR THE FUTURE

Planning Objectives

Development Planning:

- identify opportunities for development of new economies, for example bio-tech, at Allston Landing.
- link new development to neighborhood benefits; affordable housing and community open space.

Physical Planning:

- promote development of Western Ave. as neighborhood main street.
- establish more cohesive neighborhood center at Silk Mills.
- strengthen ties to waterfront parkland.
- Extend Charles River open space along Allston Landing - between Western Ave. and B.U. Armory; establish pedestrian connection between new open space and Gaffney St. area.
- establish gateway character at Western Ave. bridges and Cambridge St. bridge.
- promote development of Cambridge St. as major landscaped link between neighborhood and River.

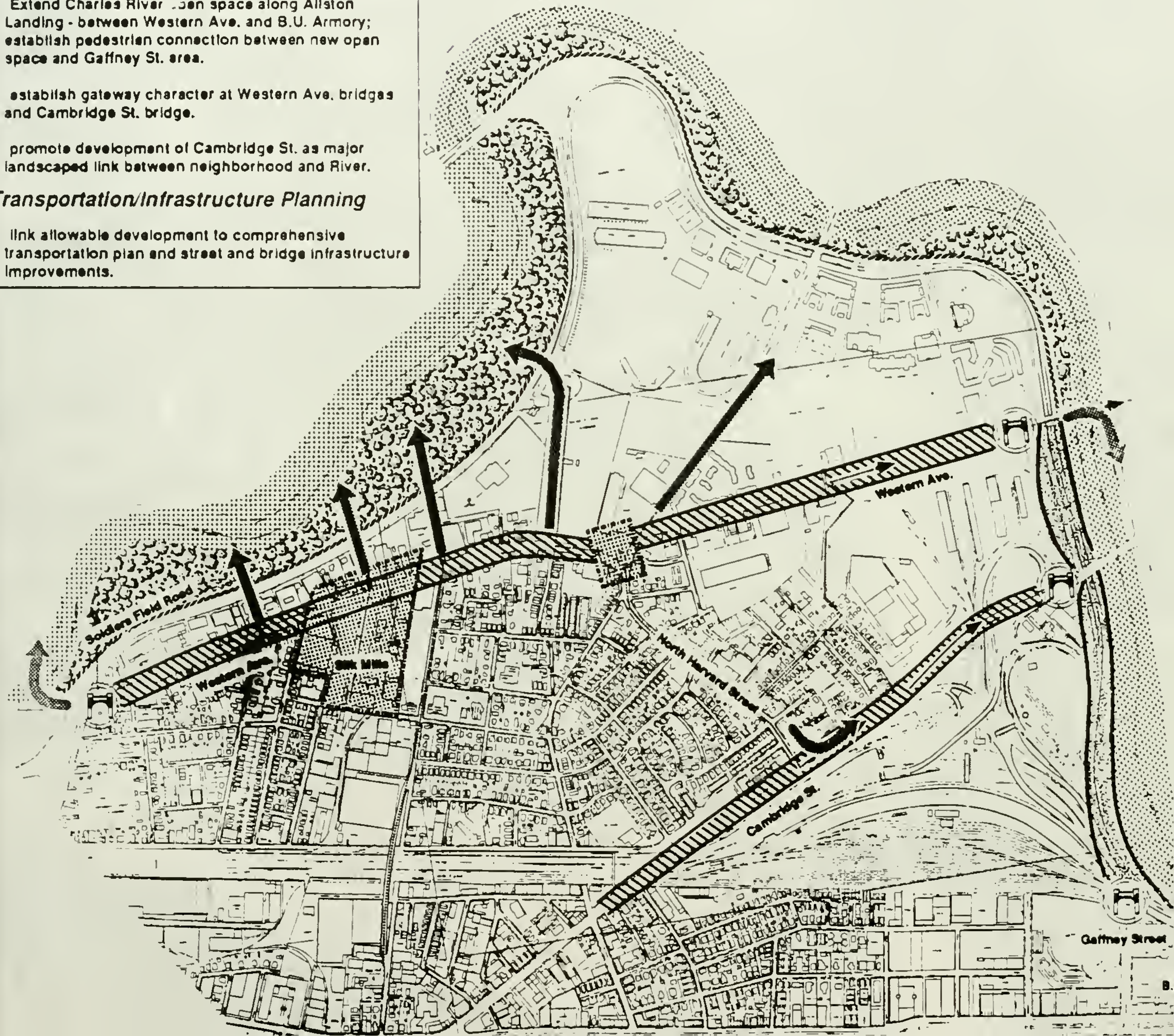
Transportation/Infrastructure Planning

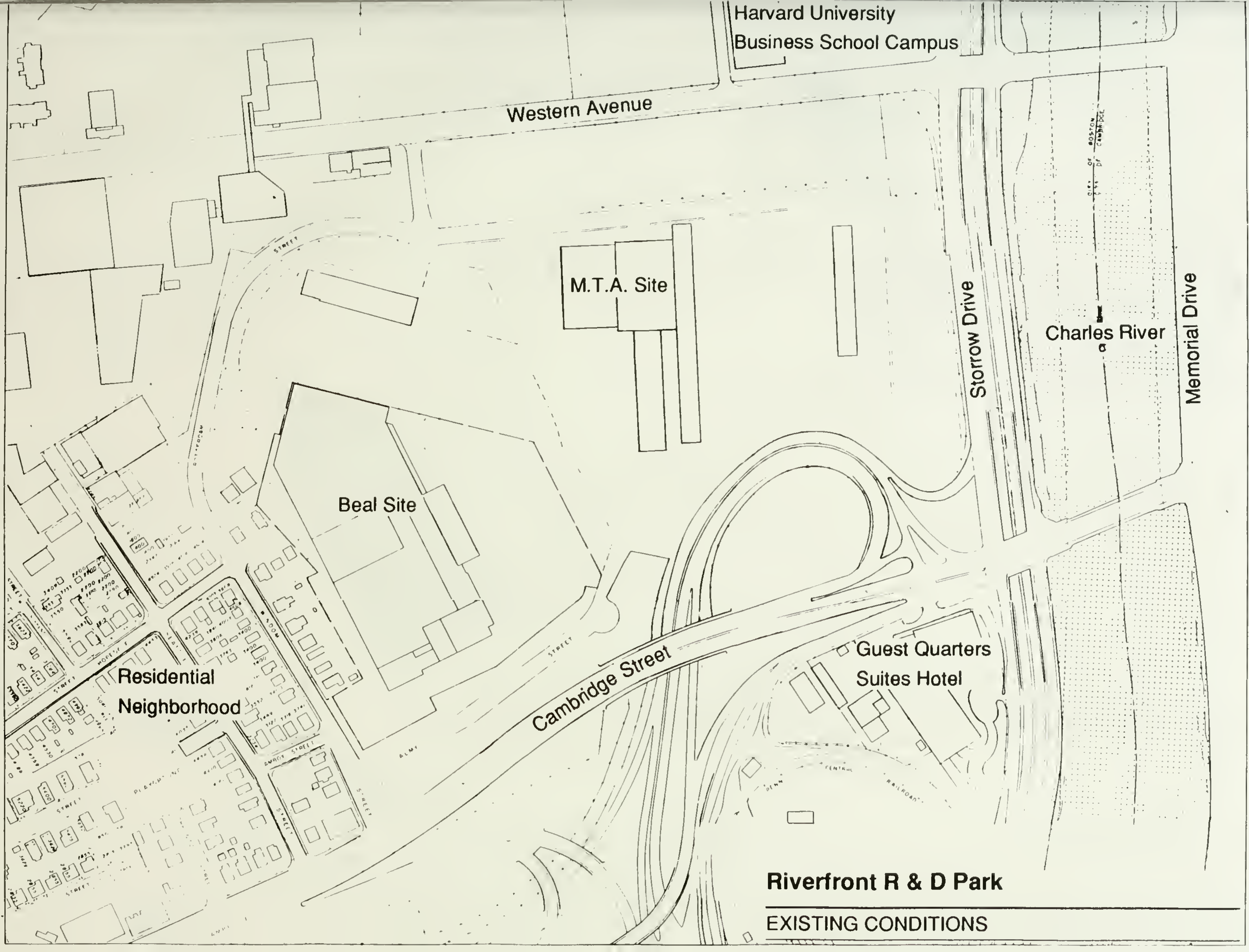
- link allowable development to comprehensive transportation plan and street and bridge infrastructure improvements.

Allston Landing represents one of the most important development sites likely to emerge in the coming years. The site is defined in part by the strengths and needs of its immediate neighbors.

To the east flows the Charles River, combining its fragile environmental features with the opportunity to create a system of waterfront parkland. To the west sits an established residential community. To the north of Allston Landing sit the property's institutional neighbors, including the Harvard Business School, which have offered plans for their own future growth. To the south is an intricate series of highways, offering easy and direct access to virtually all of the transportation systems of New England.

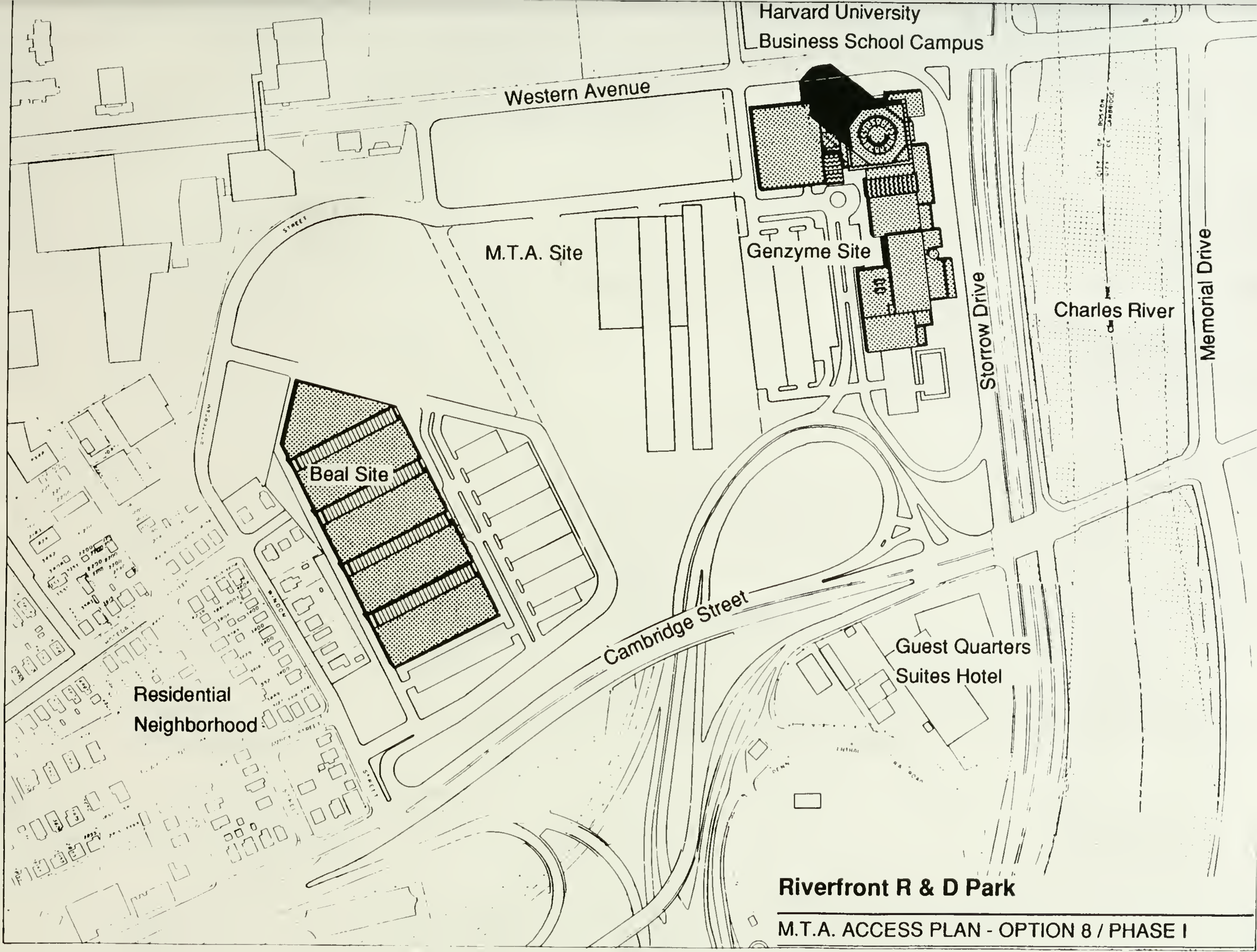
If Allston Landing is to realize its full potential, then each of these factors must be recognized. The Boston Redevelopment Authority, working with those who live and work in and around Allston Landing, has formulated a comprehensive plan for the future of the area, setting goals and objectives for the attainment of that vision





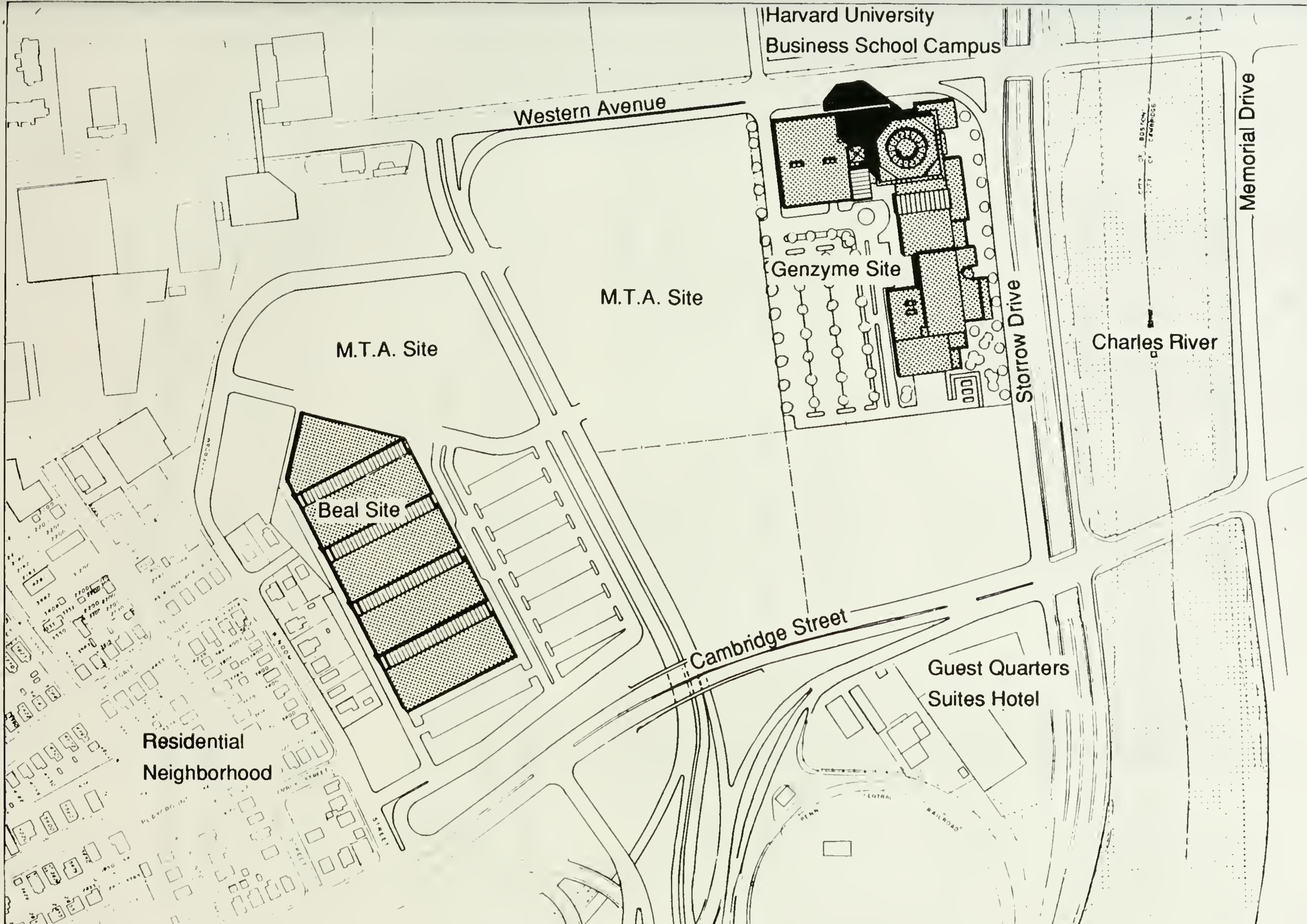
Riverfront R & D Park

EXISTING CONDITIONS



Riverfront R & D Park

M.T.A. ACCESS PLAN - OPTION 8 / PHASE I



Riverfront R & D Park

M.T.A. ACCESS PLAN - OPTION 8 / PHASE II

III. THE CHARLESTOWN NAVY YARD

Since the Charlestown Navy Yard was decommissioned in 1973, the complex has been revitalized by a concerted public effort in partnership with the private sector. Nearly one-half billion dollars of private investment has been leveraged through $25 million of public funds. This investment sets a strong foundation for further economic growth in the Navy Yard during the coming decade. Close to one billion additional dollars of private investment is expected as a result of the approval of the Master Plan for the Yard recently approved by the City of Boston. Advantages of a Navy Yard location for Biopure include:

A. Immediate Occupancy and Future Expansion Needs

Within the Charlestown Navy Yard, there exists a fully rehabilitated historical structure, the Cooper Building, which could be ready for occupancy within five months of a lease agreement. In addition, expanded research and production centers could be provided for on a build to suit basis over the next eighteen to twenty-four months. Moreover, areas within the Navy Yard have also been set aside to accommodate large scale manufacturing facilities over the next five to ten years.

The Cooper Building, or Building 38, is a completely renovated 35,000 square foot, four-story structure ready for tenant build-out. The historic granite building was constructed in 1854. The first three floors contain floorplates of just over 9,000 square feet. The space can be ready for occupancy in 3 to 5 months depending on the complexity of tenant needs.

Any future expansion of Biopure could easily be accommodated within the Navy Yard. Close to the Cooper Building, Parcel 39A is planned to accommodate a 76,000 square foot structure with overall height and massing that are comparable to the adjacent historic buildings. On the other side of MGH's research facility, the Yard's End Biomedical Research Center is being designed to accommodate up to 1.1 million square feet of space in three development phases.

B. The Opportunity to be Part of a Unique, Prestigious Community

The Charlestown Navy Yard is an historic and unique waterfront community located less than one mile from downtown Boston. With its dramatic views of Boston Harbor and the city skyline, the Navy Yard is home to first class office space, medical research facilities, luxury and affordable housing, award winning public parks and historical resources such as "Old Ironsides," the U.S.S. Constitution. All of this is located in a setting only minutes away from major medical institutions, research facilities and the area's colleges and universities, including M.I.T. and Massachusetts General Hospital.

C. A Reliable Set of Rules and Standards for Use and Expansion

The Boston Redevelopment Authority has worked for years to successfully design and implement a Master Plan for the development of the Charlestown Navy Yard which meets the needs and concerns of the community and city, state and federal governments. The result of all these efforts is a recently-approved Master Plan which sets a clear roster of guidelines and standards and one which not only seeks to accommodate the siting, construction and future expansion needs of biotechnology, but also actively encourages and assists the industry.

The City of Boston has completed zoning regulations for the Navy Yard that allow biotechnology research facilities as-of-right. The Harborpark zoning incorporates provisions for setback of development from the waterfront, height and density controls, and for open space and water dependent uses, which are described in the City's Municipal Harbor Plan.

D. Transportation Access and System Improvements

The Charlestown Navy Yard offers easy access to all interstate highways, and contains a 1,300 space parking garage to serve commuters. A high speed water shuttle provides a convenient and direct service between the Navy Yard and Long Wharf in downtown Boston, connecting to the Blue Line and to South Shore and Logan Airport ferry services. MBTA bus service connects the Navy Yard with the North Station area, Haymarket, and Downtown Crossing in central Boston.

Massachusetts General Hospital runs a shuttle bus four times an hour between its 600,000 square foot Navy Yard research facility and the main hospital campus.

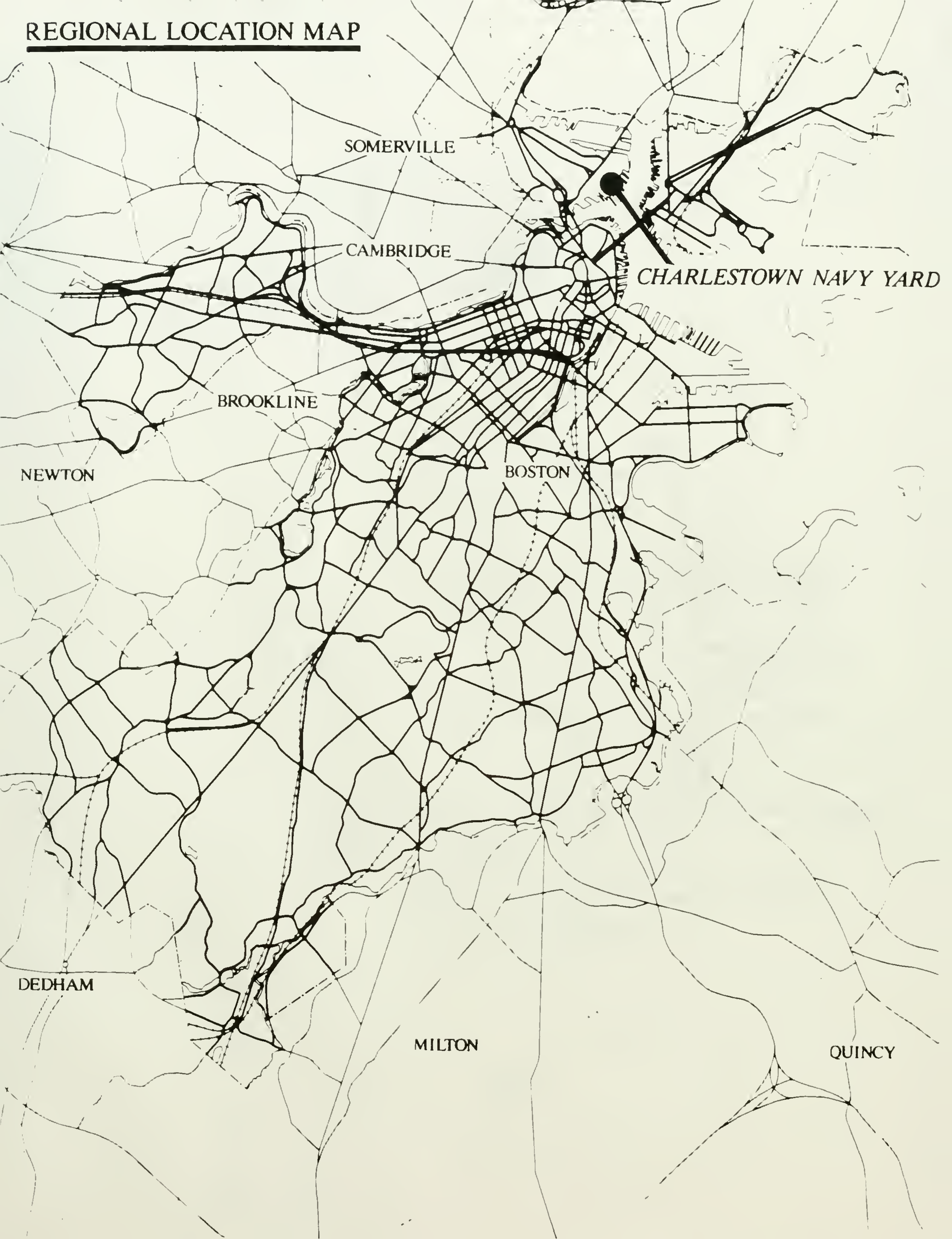
Two of the major expressways serving the Boston region converge near the Navy Yard at City Square. The Tobin Bridge/Route 1 to the northeast provides a direct route to the North Shore, New Hampshire, and Maine. The I-93 expressway serves areas north of Boston, and the central city and points South and West via the Central Artery and Storrow Drive.

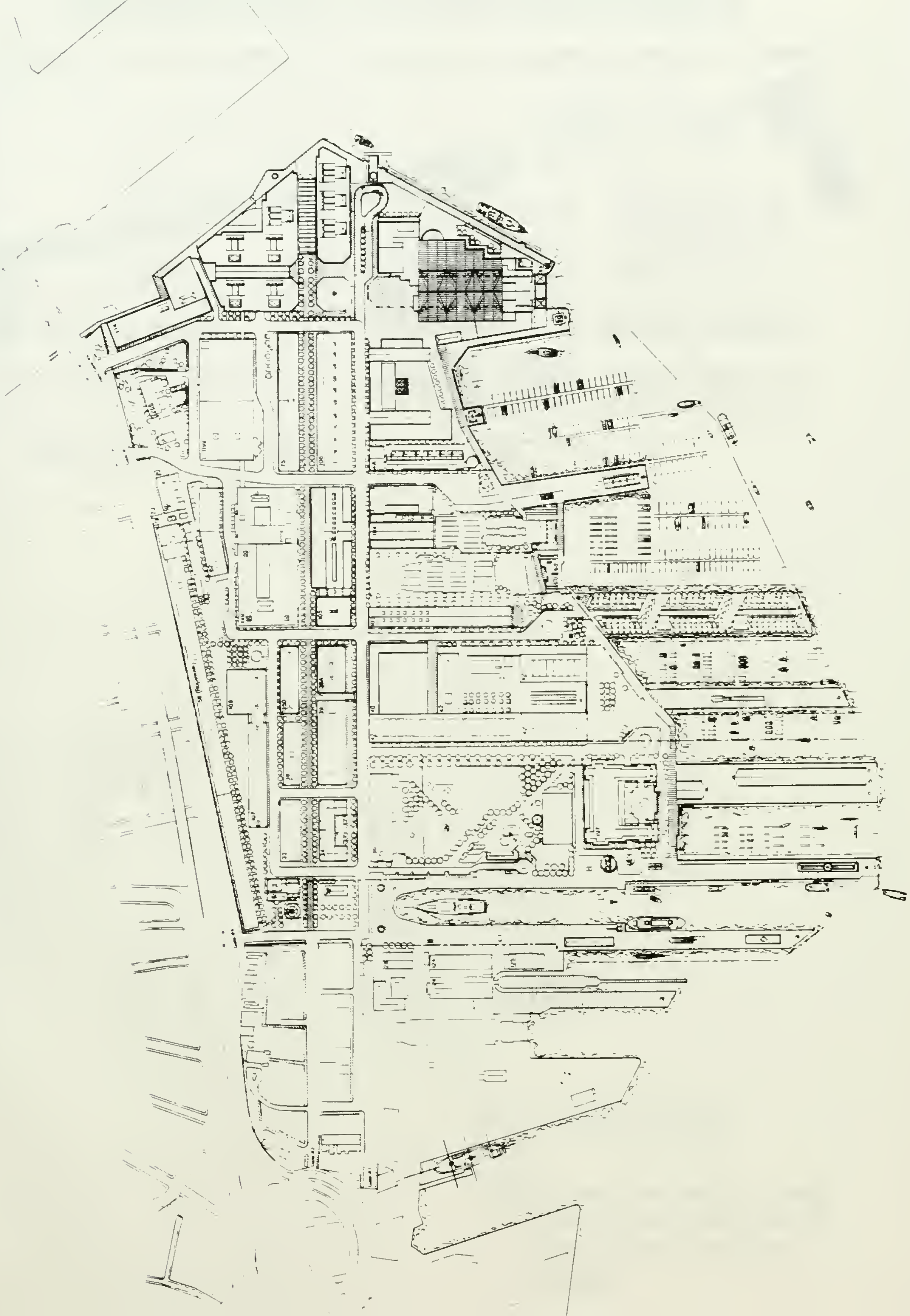
A series of infrastructure and transportation system improvements are either already in place or well underway. The Massachusetts Department of Public Works is in the midst of major public works project known as the Central Artery/North Area (CANA) project. This project involves the reconstruction of the intersection of the Central Artery/I-93 highway and the Tobin Bridge/Route 1 interchange. The $290 million project, started in 1987, is currently scheduled for completion in Fall 1994. The project will improve regional and local traffic flow, improve access between Charlestown and the expressways, and remove barriers between Charlestown and the Navy Yard.

E. A Governmental Partner to Assist the Needs of Biotechnology

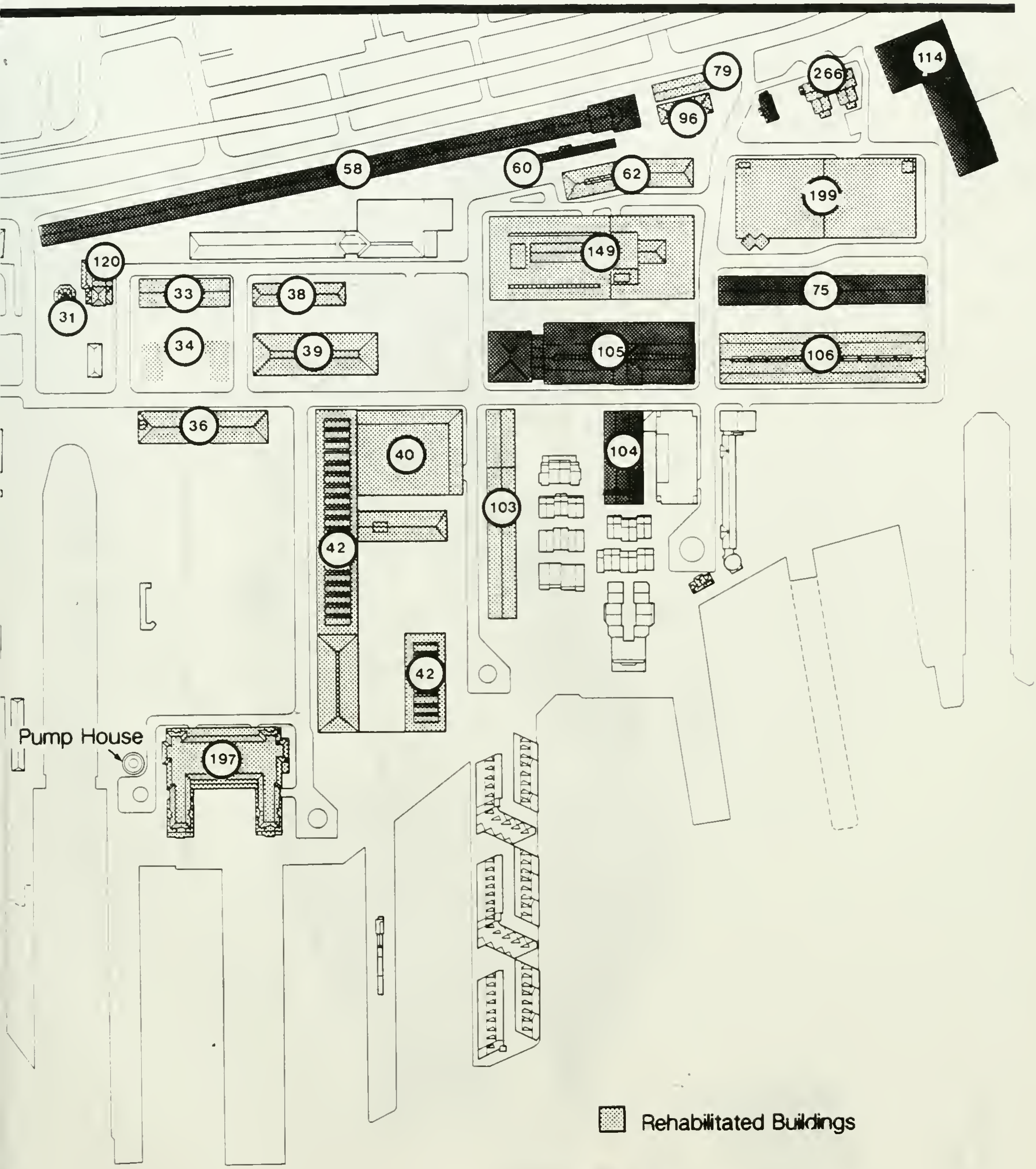
Interest in all Navy Yard sites is conveyed through long term ground leases with the Boston Redevelopment Authority, which owns the Yard. Working with the City to develop the first biomedical facilities in the Navy Yard, Massachusetts General Hospital was able on the basis of this ground lease to utilize the long-term bonding capabilities of the Commonwealth of Massachusetts' Industrial Financing Authority. The Boston Industrial Development Financing Authority (BIDFA) may be able to conduct a similar low-cost bond issuance for the development of Biopure's facility.

REGIONAL LOCATION MAP





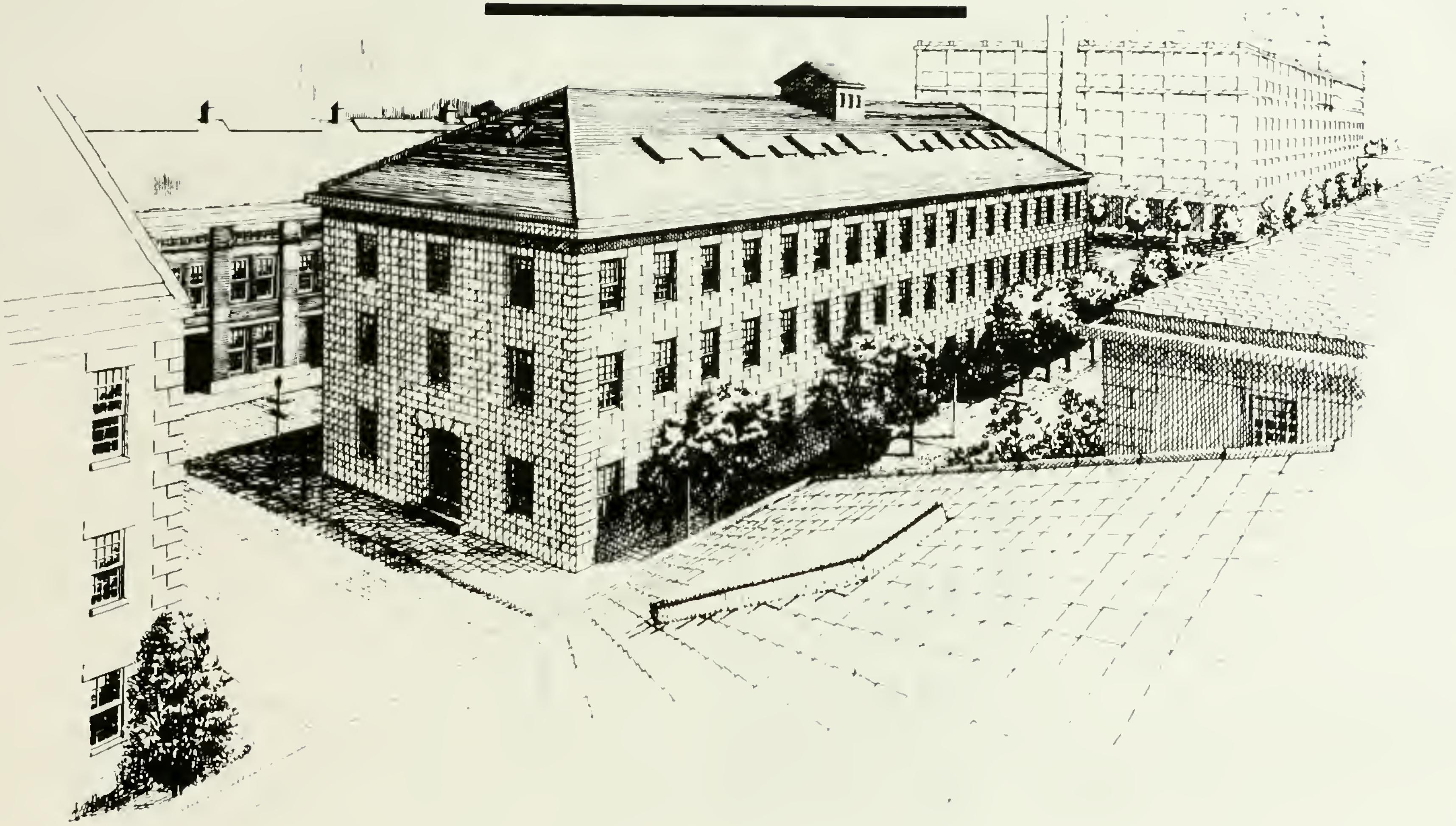
Charlestown Navy Yard Rehabilitated Buildings



▨ Rehabilitated Buildings

■ Buildings to be adaptively reused or preserved.(In accordance with program of preservation and utilization)

NAVYYARD
PLAZA



Building 38
Cooper Building

Codman
Exclusive Agent

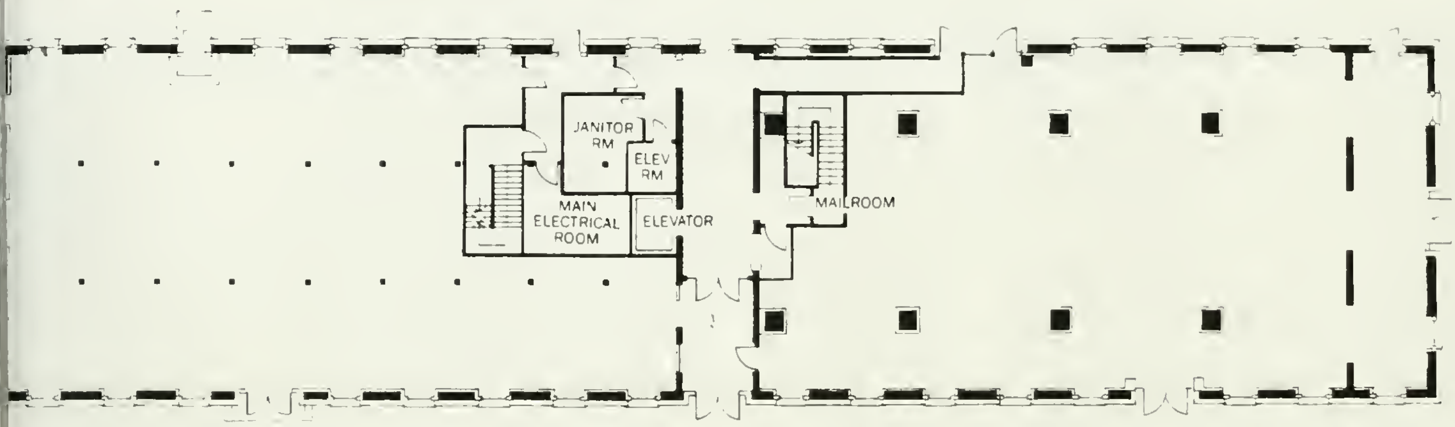
NAVY YARD
PLAZA

Cooper Building, No. 38, at the Charlestown Navy Yard

Located in a campus like setting next to the 650,000 square foot Massachusetts General Hospital (M.G.H.) Research Center, the Cooper Building is a completely renovated , 4 story, 35,000 square foot building ready to receive tenant build out. Depending on the complexity of tenant requirements, space can be ready for occupancy in 3-5 months. The building is appropriate for a full building user or can be subdivided to 4,500 square feet. M.G.H. currently operates a bus shuttle to the Hospital; water shuttle service operates to downtown Boston. A 1,300 space parking garage is a 2 minute walk. Projected rent, including tenant build out is $20 - $26 per square foot.

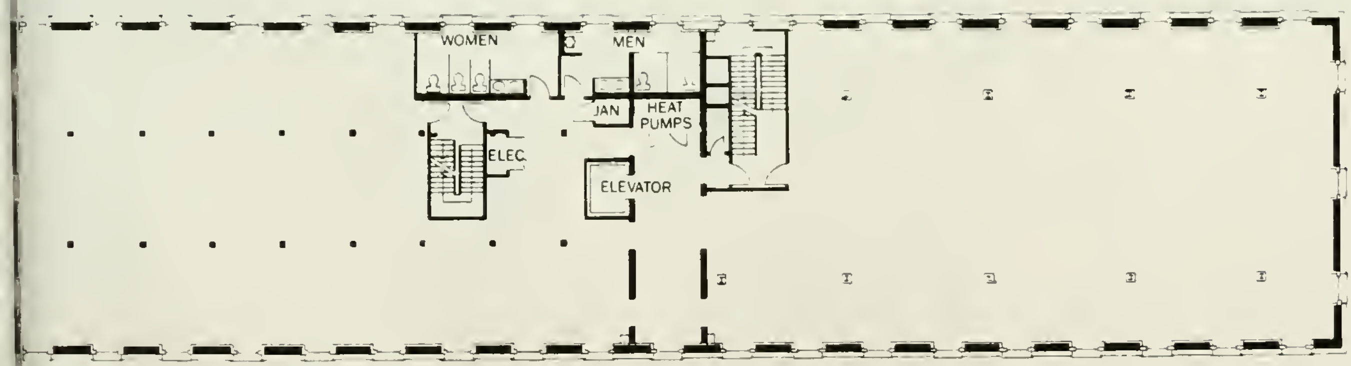
Developed and Owned By: Kenney Development Company
120 Fulton Street
Boston, MA 02109
(617) 742-6640
Contact: John F. Weis, Vice President

First Floor (Retail)



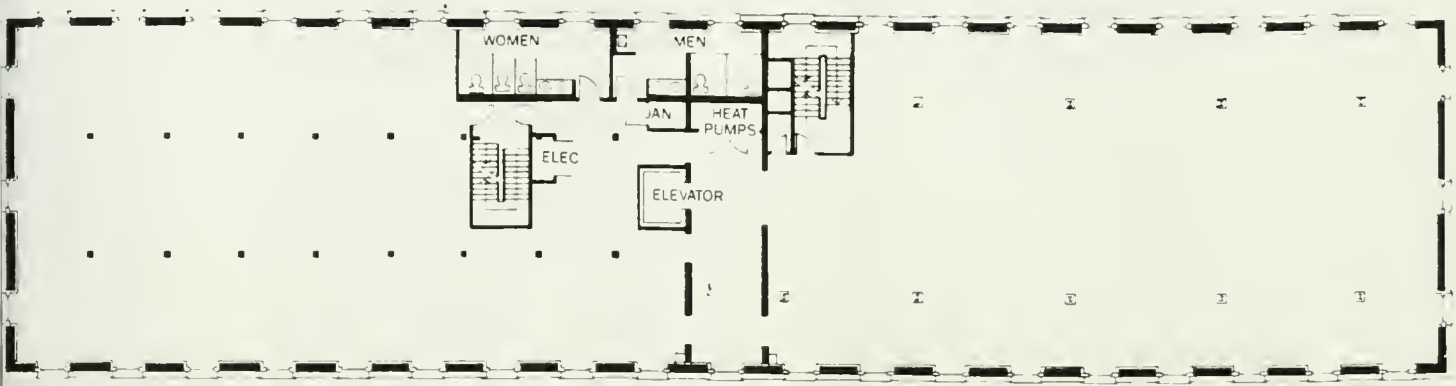
,250 Square Feet

Second Floor



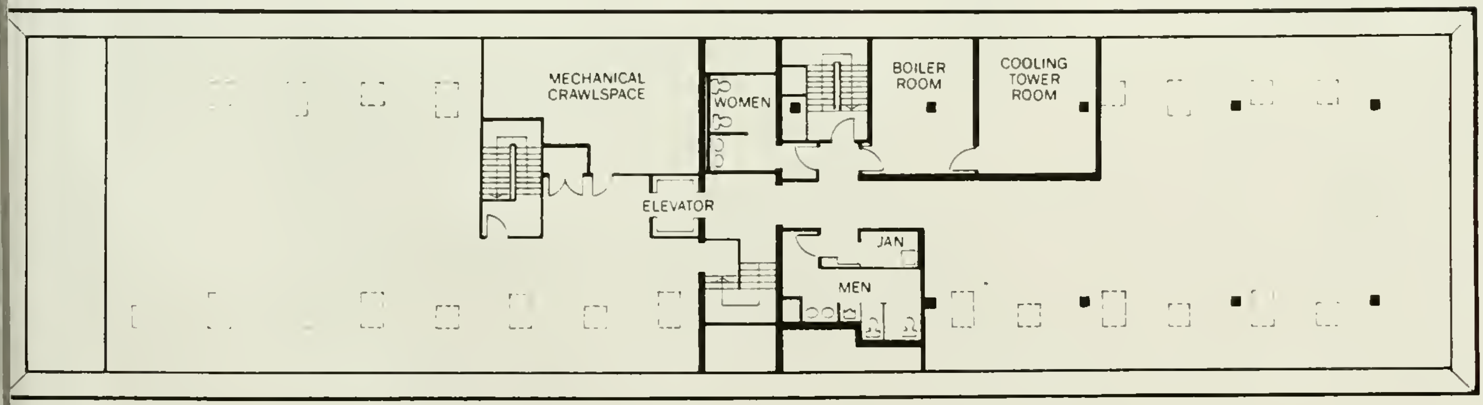
115 Square Feet

Third Floor



9,130 Square Feet

Fourth Floor



6,815 Square Feet

BASE BUILDING

Historic restoration in accordance with plans approved by the U.S. Department of Interior

Wood ceiling trusses and beams on top floor

Historic rehabilitation and reproduction of original wood windows with new interior storms

Heating and air conditioning are water source heat pump

Building is fully sprinklered and alarmed

Rest Rooms—Men's and women's rest rooms on each office floor with access for the handicapped

Retail Space—9,250 square feet

Office Space—25,060 square feet

Total Rentable Area—34,310 square feet

TENANT STANDARDS

Doors—Are solid oak veneer

Floors at Office—Existing floors shall be repaired and finished to a level ready to receive carpet

Paint and Wall Covering—Shall consist of one prime coat and finish coats of Devoe Velour Satin Eggshell Enamel or approved equal

HVAC—Each floor shall be served by a combination fresh air supply/exhaust system; HVAC distribution shall be circular conduit where exposed and rectangular where suspended ceiling is used.

Lighting—Shall have ceiling-hung fixtures in attic; ceiling hung or suspended in office, depending on tenant design.

Electrical Outlets—To comply with energy code requirements

Drapes or Shades—Shall be horizontal; the same as in Building 34

Partitions—Shall be 5/8" Sheetrock

Landlord shall contribute $15 per square foot toward tenant improvements

DEVELOPER

Navy Yard Development Associates, Inc.

A joint venture of:

Kenney Development Company, Inc.
and
Joseph T. Flaherty

ARCHITECT

The Architectural Team · Base Building
Chelsea, MA

EXCLUSIVE LEASING AGENT

The Codman Company, Inc.
One Financial Center
Boston, MA 02111
(617) 348-3800

Laying a New Course

A mixed-use plaza adds vitality to a transformed Boston shipyard.

By Laura C. Smith

To describe the Boston Naval Shipyard as a "new town" might seem paradoxical. After all, this microcosm of the nation's naval and architectural history was founded in 1800. But intimations of newness and of urbanity seem increasingly appropriate as completion of the rehab of the last of four of its historic buildings known as Navy Yard Plaza nears. Indeed the leasing success of Navy Yard Plaza—tenants nearly fill the three completed office/retail buildings—underscores the shipyard's adaptability to new uses.

The "new" shipyard, a National Historic Landmark popularly known as the Charlestown Navy Yard, is located on Boston Harbor across the Charles River from the city's downtown. It includes a national park that displays the 1797 USS *Constitution*, the 204-foot-long ship better known as "Old Ironsides," itself a National Historic Landmark; a waterfront area of new residential development; and a section filled with historic structures that developers are converting for modern use, including Navy Yard Plaza. The building inventory located on a total of 130 acres embraces a wide variety of architectural styles and materials, including brick Federal; Colonial, Greek, and Renaissance revivals; and twentieth-century industrial.

"One of the things I love so much about this shipyard is that its history really parallels the development of the United States Navy," says Jack Glasman, a senior architect for the Boston Redevelopment Authority, which reviews all shipyard proposals. "And it also serves as a catalog of the architectural styles of the country."

The shipyard complex that helped to launch the fledgling nation's sea power grew sporadically with developing technology. It contains one of the first dry docks in the nation; the country's only granite ropewalk, a long, narrow building that manufactured all of the Navy's rope until the 1950s; and the building in which an anchor chain of unprecedented strength was developed during World War II.

But as the nature of warfare and technology changed during the twentieth century, construction at Charlestown slowed to a halt, personnel were transferred, and the shipyard finally closed in 1973 during a nationwide military consolidation effort.

With the exception of the twenty-five acres that the federal government retained for a national park and the USS *Constitution* museum, the redevelopment authority received the shipyard on the condition that it would lease out—rather than transfer or sell—the property.

Other than yielding recreational Shipyard Park, the facility entered a ten-year dormant period interrupted only when construction began on several hundred apartments in the late 1970s. In the mid-1980s Boston's Kenney Development Company leased four clustered buildings centered on a pedestrian mall that the redevelopment authority created by closing a street.

Kenney first tackled Building 34, known as the Parris Building after the Boston architect Alexander Parris, who served as the shipyard's master designer. Constructed in 1838 of smooth granite, the Parris Building was used as an arms storehouse until 1919 and later as laboratory space.

A pair of wings that in Parris's plan would have framed a courtyard were never built. Although construction of First Avenue near the building prevents execution of Parris's original design, Kenney nevertheless wanted to add smaller wings to form a courtyard and to increase space. The Interior Department guidelines for additions to historic properties call for architecture that complements the original structure yet is discernibly distinct. The solution: two additions with cast-stone facades that resemble the granite of the existing structure and cast-stone quoins that match those of the plaza's adjacent building.

In 1987 Kenney completed rehabilitation of Building 33, the Billings Building, named for Joseph Billings, the building's architect and Parris's successor as shipyard architect. The structure, distinguished by an ashlar granite facade and fine granite detailing, was constructed in 1850. Next to be rehabbed was Building 39, the Carriage Building, a three-story structure with a brick facade and granite detailing.

Work on the last of the four structures—Building 38 or the Cooper Building, also designed by Billings—began in 1989. Building 38's ashlar granite facade resembles that of the Billings Building, but is embellished by more delicate granite detailing. The 1854 structure served as a cooperage, a packing house, a prison, a recreation club, and a chapel. Shortly after the shipyard closed, half of the building's interior was severely damaged by fire. "We simply had to rebuild it," says Kenney Vice President John Weis.

In all, the rehabilitated Charlestown Navy Yard consists mainly of office and residential space. Retail space is limited. The mix is working well—almost all of the buildings have been claimed by developers, most of whom have tenants lined up. But an exciting prospect is the likely relocation to the Naval Yard of the New England Aquarium from downtown Boston. The combined draw of the aquarium and the USS *Constitution* could create new retail potential. "We had a great surge in the 1980s when the economy was strong and the tax act was kind to us," says Weis. "My guess is we'll go through a little bit of a hiatus now and wait for the economy to become strong again. By the year 2000 or so, I think you'd call it a new town." ▼

The Parris Building (1838) served first as an arms warehouse, then as laboratory space.

Laura C. Smith was Historic Preservation*'s summer editorial intern*

Navy Yard Plaza consists of four granite and brick structures; the Parris Building, the Billings Building, the Cooper Building, and the Carriage Building. All were built between 1837 and 1866. The Parris Building is a bold example of the innovative style of renowned Boston architect Alexander Parris, whose credits include the Quincy Market. The original architectural design elements of each building have been preserved wherever possible to create a dramatic blend of 19th century charm and 20th century convenience.

Navy Yard Plaza offers both a picturesque and practical location for first-class office and retail space. The relaxing environment and commanding view of the Boston Skyline across the harbor make it easy to forget that the downtown financial, business and shopping districts are less than one mile away.

Interstates 93 and 95, the Central Artery, Route 1, and the Massachusetts Turnpike are directly accessible from Navy Yard Plaza. Logan Airport is only minutes away, and the MBTA provides direct connections to all points. Ample parking is provided for all tenants within a short distance from the Plaza. A water ferry will eventually be constructed, adjacent to the Plaza, which will connect to downtown Boston.

INVESTMENTS

- ◆ Upon completion, Charlestown Navy Yard will accommodate more than 6,700 employees and house 2,900 residents.
- ◆ Over $340 million will be invested in Charlestown Navy Yard by 1990.
- ◆ The Boston Redevelopment Authority has spent over $7 million to date on improvements within the Navy Yard. An additional $3 million has been committed for use by January, 1986.

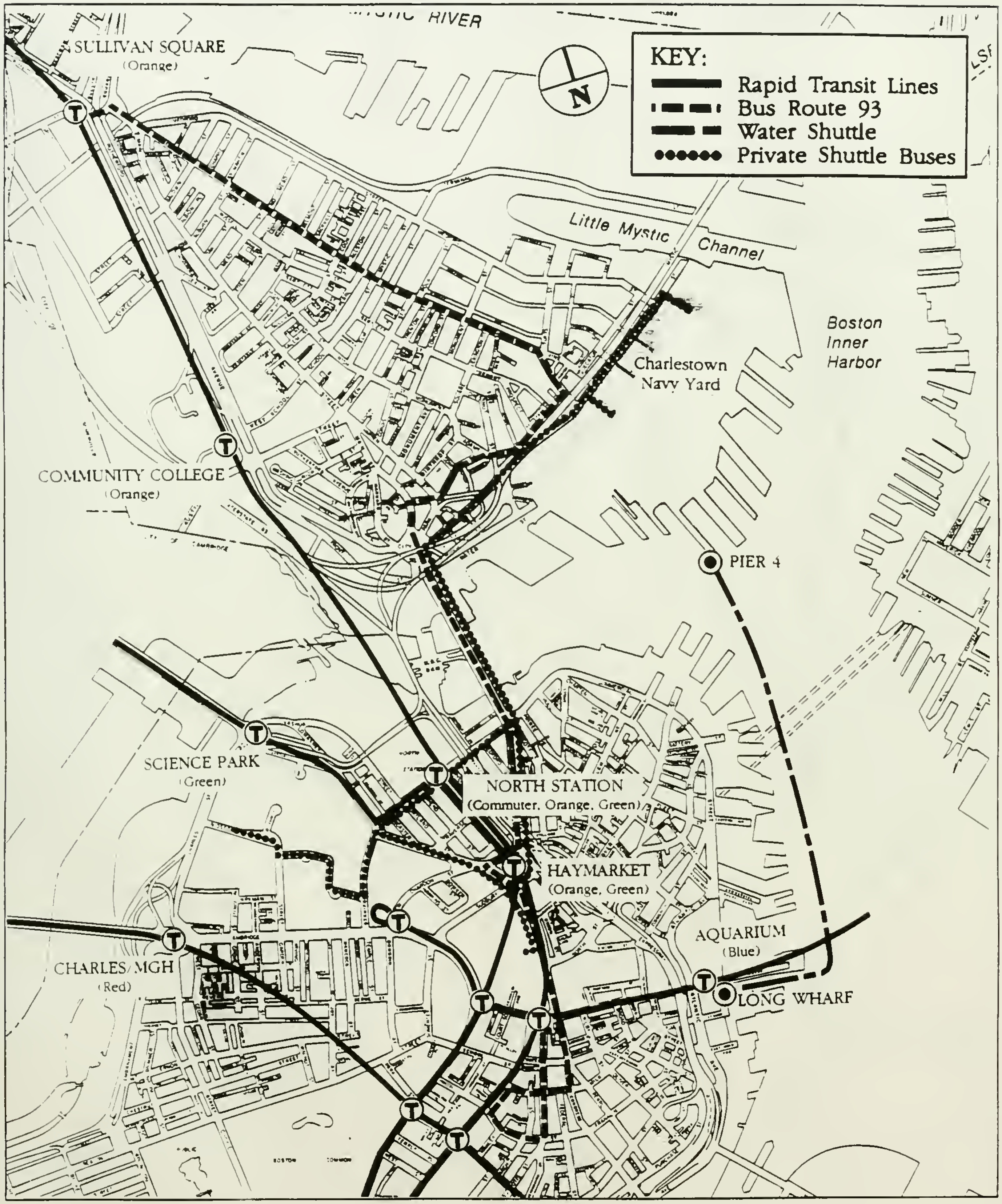
DESIGN

- ◆ Historic elements have been preserved throughout the renovations and each building within Navy Yard Plaza is designed in accordance with National Park Service Design guidelines.
- ◆ Navy Yard Plaza's inherent historical qualities are complimented by the redesigned office space and modern mechanical systems.
- ◆ Varying floor sizes can accommodate both small and large tenants.
- ◆ Special interior features include skylights and vaulted ceilings.
- ◆ The newly constructed landscaped pedestrian plaza between the four Navy Yard Plaza buildings features new lighting, benches and granite pavers.

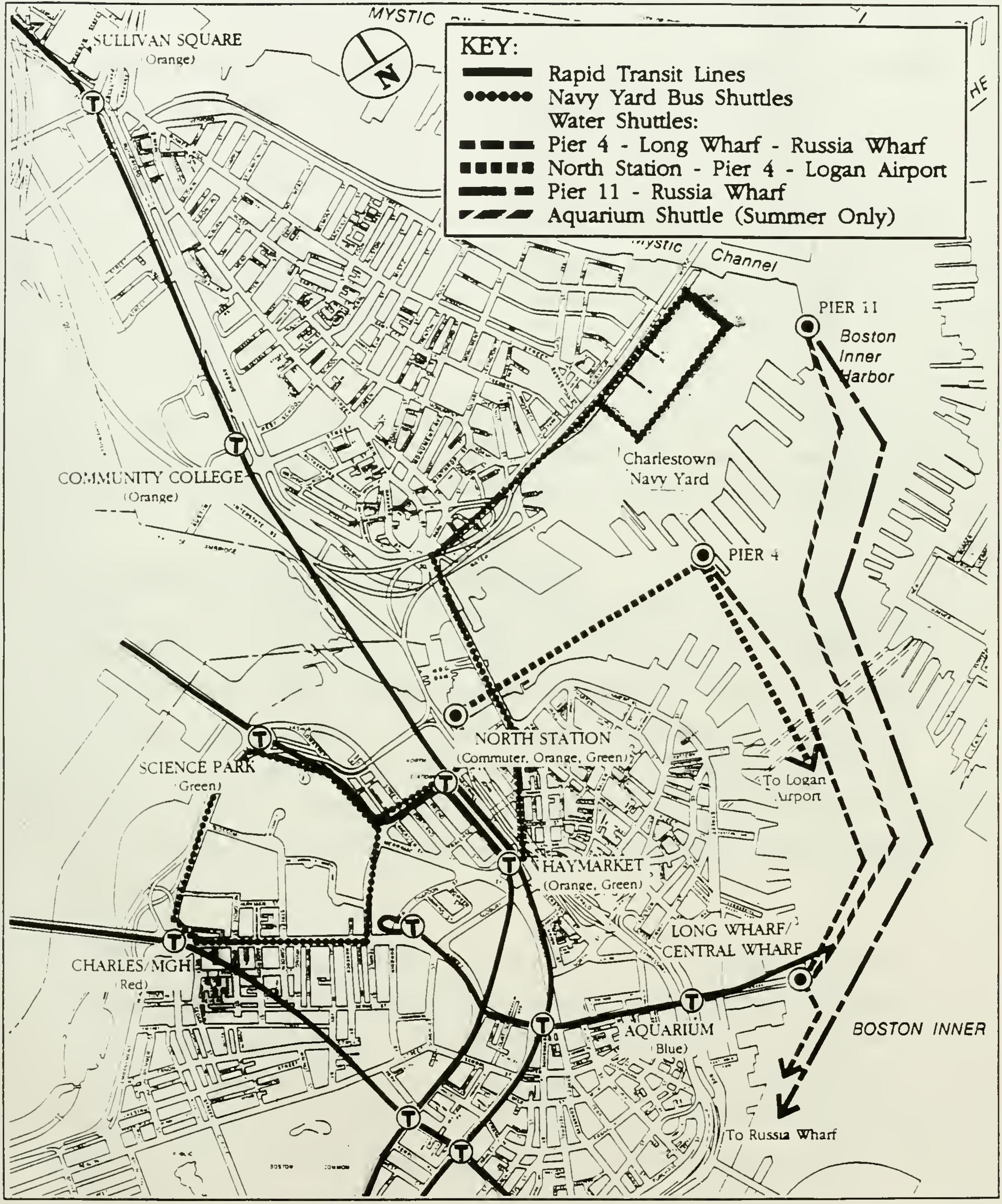
ACCESS/TRANSPORTATION

- ◆ Ample parking is available to all tenants.
- ◆ Over 350 marina spaces with docking facilities have already been completed, with future plans for an additional 350 spaces.
- ◆ Direct access to Routes 1, 93 and 95, the Massachusetts Turnpike and the Central Artery.
- ◆ Logan Airport is ten minutes away.
- ◆ Immediate MBTA service to all points.
- ◆ Future water ferry service connecting Navy Yard Plaza to downtown Boston.

Existing (1991) Study Area Public Transportation Services



Charlestown Navy Yard Proposed Master Plan - Proposed Public Transportation Improvements



III. THE RESEARCH CENTER AT OLMSTED PLAZA

The Research Center at Olmsted Plaza is a renovation of a former Sears Roebuck facility to include both private and institutional biomedical research and development. The $120 million first phase, now under construction, includes 300,000 square feet of research, office and support space. The completed first phase medical research center will accommodate more than 600 permanent jobs. The Plan will also provide an 8,000 square foot daycare facility serving 100 children, as well as 2,000 square feet allocated for job training facilities and a referral and counselling center.

Four Longwood Area medical institutions-- Beth Israel, Brigham and Women's, and Children's Hospitals, plus Harvard University, have leased space in the first phase. These tenants have been attracted by the center's clear advantages:

A. Proximity to the Longwood Medical Area

The Longwood Medical Area (LMA) is a thriving health care, medical research, and educational complex located on 135 acres of land adjacent to the Research Center at Olmsted Plaza. The Medical Area is home to several of the country's most prestigious institutions: Harvard Medical School, Brigham and Women's Hospital, Beth Israel Hospital, New England Deaconess Hospital, Children's Hospital, the Dana-Farber Cancer Institute, and the Joslin Diabetes Center. These and other institutions in the Medical Area employ more than 26,000 people on a daily basis.

The LMA institutions are pre-eminent leaders in medical research on both national and international levels. Four of the top seven hospital recipients of National Institutes of Health (NIH) funding are located in the Medical Area. Collectively, the LMA institutions receive more medical research funding -- in excess of $250 million in 1990 -- than all but 5 states in the nation, one of those being the Commonwealth of Massachusetts. And within Massachusetts, forty percent of all NIH funding received goes to Medical Area Hospitals.

The pre-eminence of the Longwood institutions results in the most talented research scientists and physicians in the entire country choosing Boston and the Longwood Medical Area to pursue their research and medical practices. The advanced level of medical research conducted in the LMA provides the foundation for its institutions to continually make significant contributions to medical science nationwide.

Over the next decade, it is anticipated that almost $800 million of new investment will take place in the LMA, a level of investment which will ensure its continued pre-eminence. The Research Center at Olmsted Plaza provides an ideal location for the development and expansion of the critical mass of research space required by the Longwood institutions and their affiliates.

B. Transportation Access

Olmsted Plaza is located at the juncture of several major radial and crosstown avenues, including U.S. Route 1. Storrow Drive is easily accessible in two directions. Downtown Boston and Biopure's Cambridge manufacturing facility are reachable in 10-15 minutes. Olmsted Plaza's first phase includes 420 surface parking spaces; at full build-out, a 1,155 space parking garage will serve the research center.

Olmsted Plaza is located on the Fenway Park stop of the MBTA Riverside Green Line, running from Route 128 into downtown Boston. It is also served by MBTA buses linking it to Brookline, Brighton, Kenmore and Dudley Squares, and the Orange Line at Ruggles.

C. An Improved Surrounding Environment

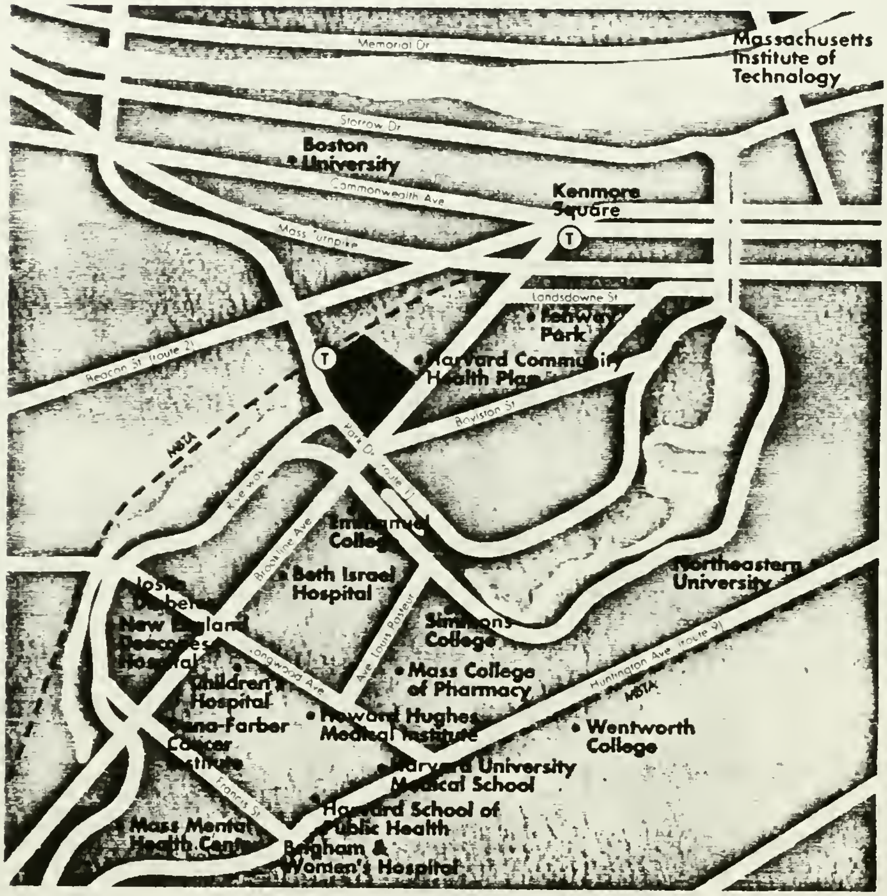
Olmsted Plaza will face onto a beautiful new park, the restored so-called "Missing Link" in Olmsted's Emerald Necklace Park System. The restoration of the "Missing Link" represents an effective partnership between the private sector, city, and state. The Commonwealth of Massachusetts, through its Executive Office of Communities and Development, has committed $1 million in Community

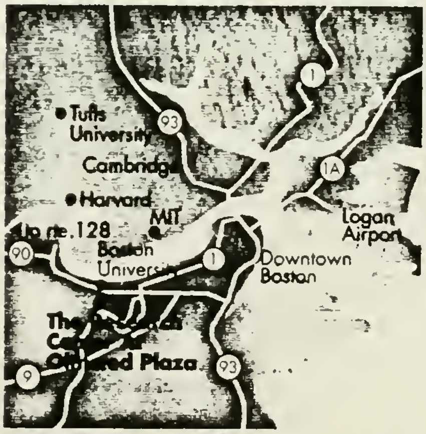
Development Action Grant (CDAG) funds to the achievement of the Park's restoration. Olmsted Plaza Associates has allocated $100,000 for its design, and agreed to maintain the park for a period of 50 years. The restoration project will be completed within 36 months of the initiation of construction of the research center. Design review will be carried out under the direction of the City's Park and Recreation Department.

THE RESEARCH CENTER AT OLMSTED PLAZA

In The Heart Of The Famed LMA Research Community

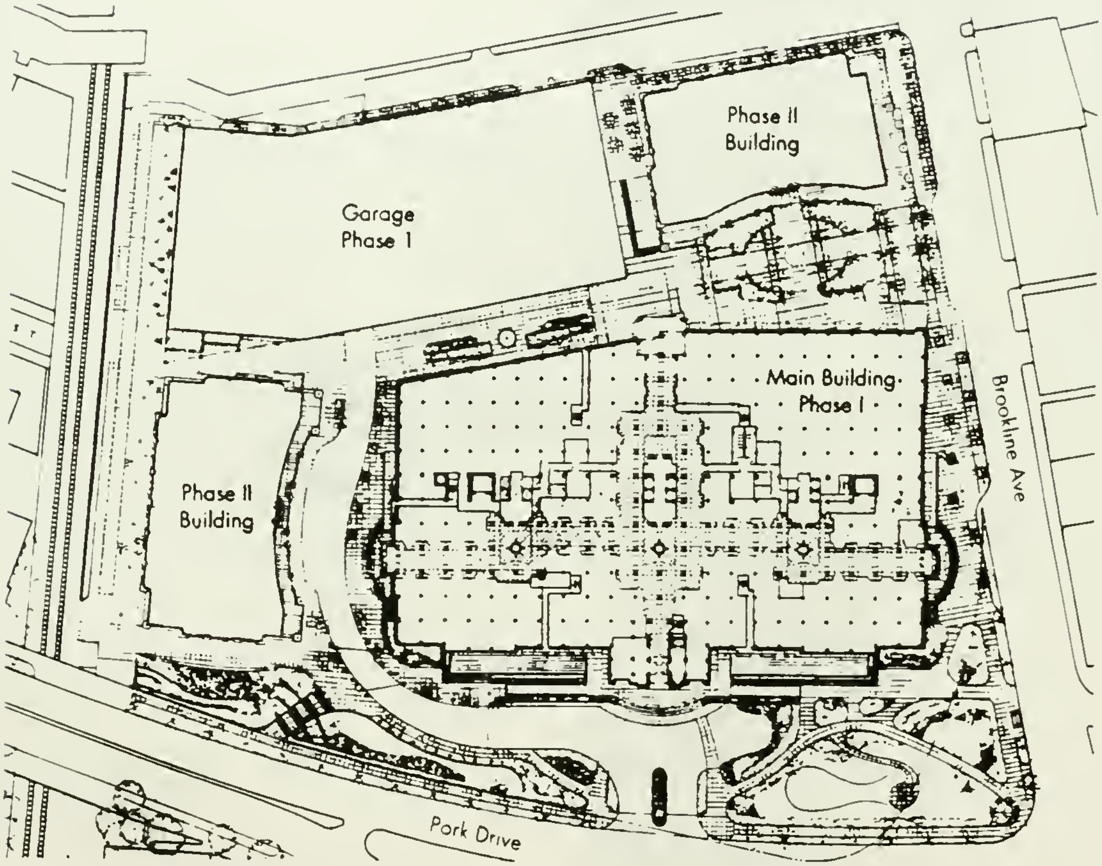
The Research Center at Olmsted Plaza is adjacent to the renowned Longwood Medical Area (LMA). With 10 institutions of higher learning and 5 major hospitals, the LMA is one of the world's foremost centers for clinical research and patient care.

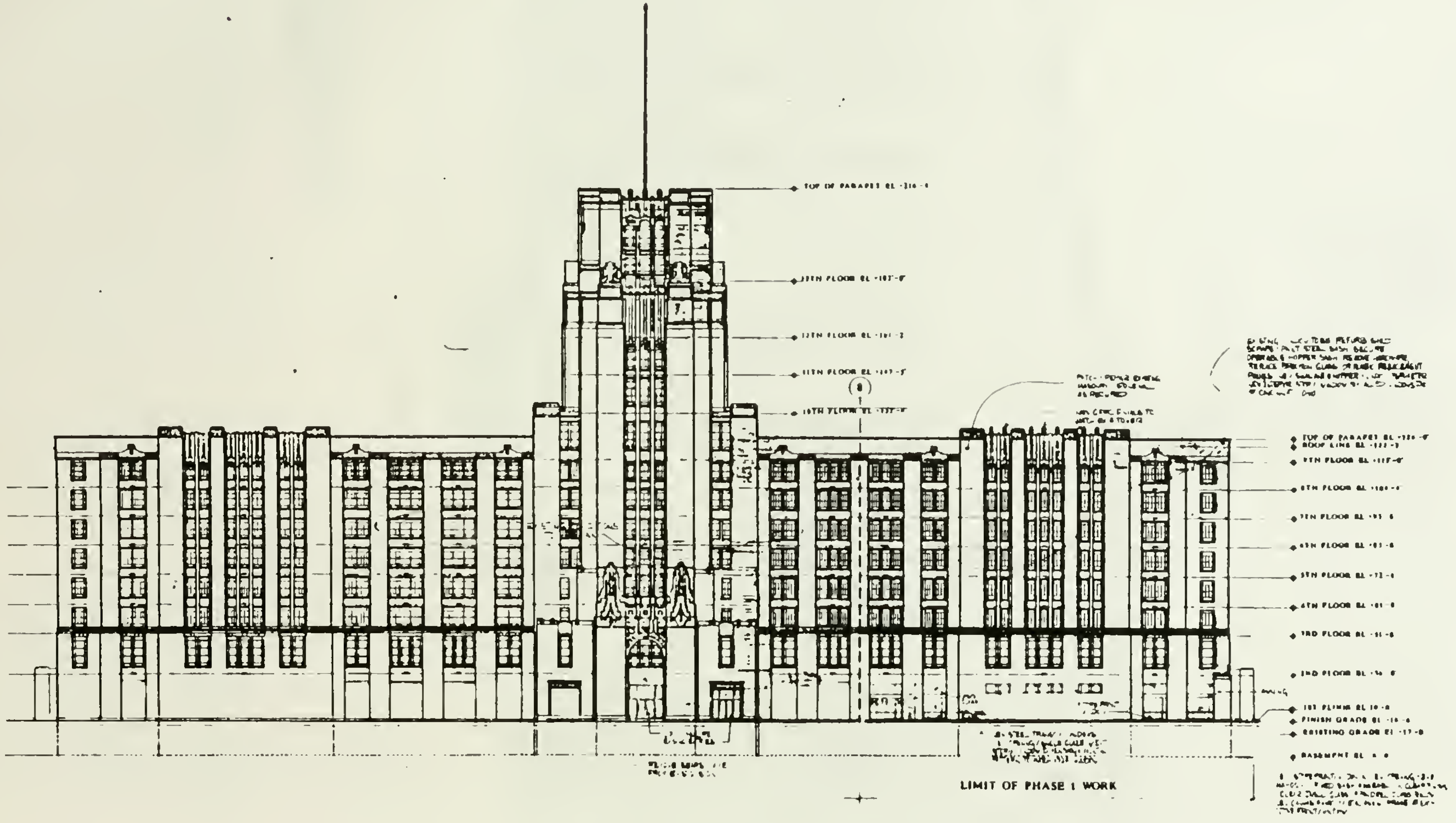




THE RESEARCH CENTER AT OLMSTED PLAZA

Site Plan





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OLMSTED PLAZA

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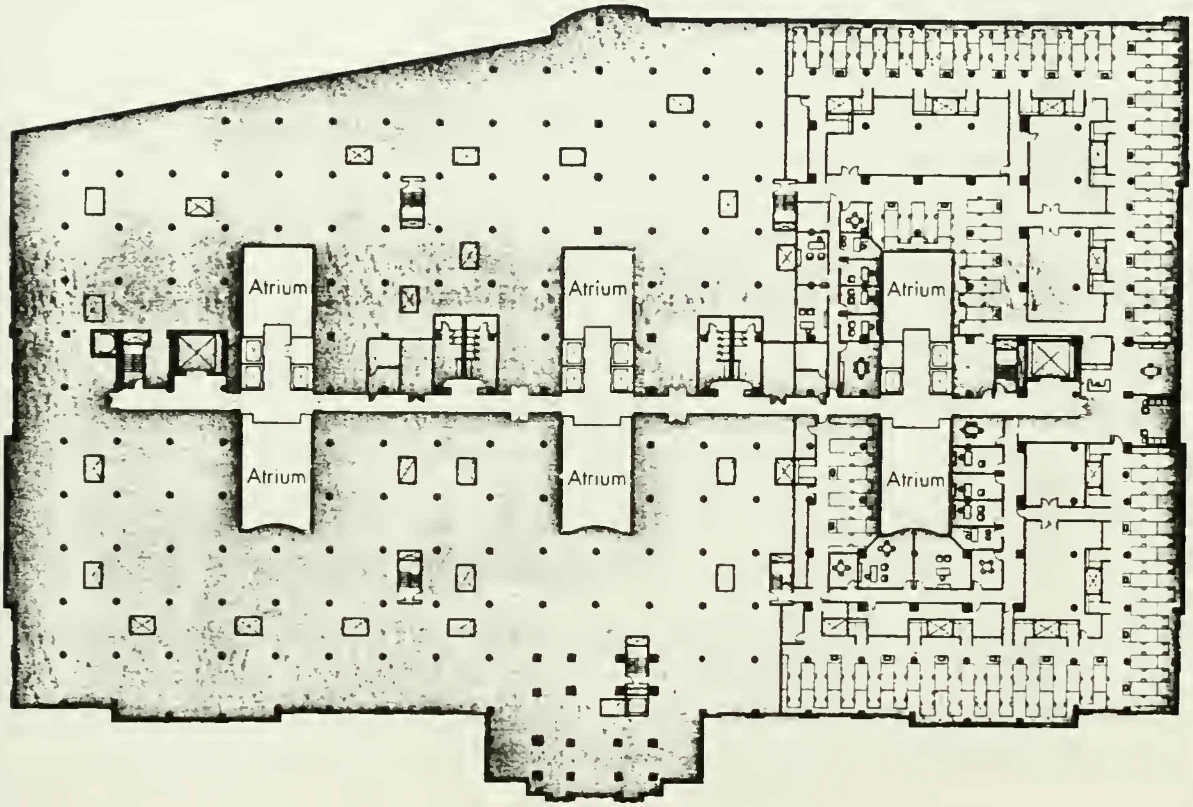
THE RESEARCH CENTER AT OLMSTED PLAZA

Typical Floor Plan



Park Drive

Building Specifications And Systems

The base building includes

- 20-foot grid column spacing
- One vertical mechanical shaft for every 1300 square feet of laboratory space.
- 22-gauge welded stainless steel fume hood exhaust connections at each laboratory shaft
- Air handling system delivering 1 cfm of outside air per square foot for laboratory hood make-up
- Heating and cooling system through hot and chilled water supplied to tenant-furnished dual temperature fan coils
- High efficiency chiller for spring, summer and fall cooling of tenant space
- Hydronic economizer cooling of tenant space in winter
- Cooling water for tenant process equipment loads
- Natural gas riser at each laboratory shaft.
- Electricity supplied at a density of 12 watts per square foot
- Sufficient space on roof for tenant-furnished gas-fired emergency generator
- Shaft capacity for tenant-furnished and designed pure water, vacuum, compressed air, and steam systems
- Sprinkler system with upright heads installed in tenant space based on ordinary hazard density
- Acid neutralization system
- Potable cold water riser at each laboratory shaft
- Floor slab live load capacity of 100 lbs. per square foot

RESEARCH CENTER AT OLMSTED PLAZA
FACT SHEET

PROJECT ADDRESS: 401 Park Drive / 201 Brookline Avenue

DEVELOPER: Olmsted Plaza Associates - a joint venture of JMB/Urban Co. and Macomber Developer Associates.

ARCHITECT: Notter, Finegold and Alexander, Inc.

PROGRAM: Phase 1A: 300,000 square feet of renovation of former Sears building for biomedical research and development.

At full build: 1,836,000 square feet for biomedical R & D, office space, staff support space, and parking; including,

Sears Building renovation	907,000 sf
Brookline Ave. research /office	316,000 sf
Park Drive research/office	223,000 sf
Parking garage	390,000 sf

PARKING:
420 interim surface parking spaces
1,155 space parking garage

DEVELOPMENT COST:

Phase 1A:	$120 million
At full build:	$475 million

BENEFITS:

Permanent Jobs:	Phase 1A:	634
	Full build:	2,434

Day Care: 8,000 sq. ft. serving 100 children

Job Training: 2,000 sq. ft. job training, referral and counselling center.

Design, construction and maintenance of "Missing Link" Olmsted Park.

$500,000 Phase 1 contribution to traffic mitigation.

Improvements to Fenway Park MBTA station.

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